

Fuel for Thought

February 2006
939th Air Refueling Wing
Portland IAP, Ore.

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Change and moves

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Great Job--
Can I have
it?

Fuel For Thought

February 20th is the deadline for submissions to the March issue of **Fuel For Thought**.

All articles and photos must be emailed to the 939th Airlift Wing Public Affairs office by 4 p.m.

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ON THE COVER

Photo By
Ms. Ruby Zarzyczny

Cadet James Collin, (foreground) Reserve Officer Training Corp, University of Oregon observes Maj. Grant Dysle, 939th Operations Support Flight aircraft commander, Feb. 9, while he conducts a preflight inspection of a KC-135 Stratotanker here. Cadet Collins, who will be attending pilot training next year, is one of the 32 cadets getting an orientation flight on the 939th Air Refueling Wing's KC-135 to Nellis Air Force Base, Nev. where they will then have the opportunity to experience the Air Force Reserve as well as the Regular Air Force at work during a base visit there.

Realignment—like most change—to be difficult on members of the

By Chief Master Sgt. William Markgraf
939th Civil Engineer Squadron

Recently I attended a basic training graduation ceremony at Lackland Air Force Base, Texas. Seeing that look of accomplishment on all of the bright faces as they paraded by made it clear the pride these Airmen had in representing the Blue. You could also see the pride family members had in these young people once the ceremony concluded. I shared in this pride, as I watched my son pass by in formation.

As I reflected back on those excited faces ready to take on the challenges that the Air Force would present them, I couldn't help but think of the challenges the 939th would face as a result of the recent Base Realignment and Closure. What does this mean for my career? What will my son face as a new member of this wing when he returns from technical school? What can I do for the members of my unit as they transition whatever opportunities await them? I hope through it all, the members can maintain their pride in the blue that was so present in those young faces in San Antonio.

As we make choices in the near future, let us make them on sound factual information rather than rumor. We must consider, as much as possible, the implications that will be placed on our families, the unit, the Air Force, as well as our personal goals and desires. It is understandable for individuals to pursue options beyond the Air Force. If this is the best direction for the indi-



Chief Markgraf

vidual, then we must wish them the best in their endeavors and thank them for their service.

In this time of change, we must take a strong look at our fellow Airmen and watch for signs of excessive stress that may endanger the individual. These times of uncertainty can be difficult on the person themselves, as well as a marriage and other family members. If you think there may be an issue with one of you subordinates, associates, or friends, be proactive in getting the individual help. This may mean some sort of counseling, involving a chaplain, involving the chain of

command, or simply being a friend. Please watch your buddy.

As we make decisions on the direction that our careers will take, it is helpful to consider a number of key goals to come up with the best possible outcome for each individual. I personally look at what is best for my family. Without the support of our families, it is difficult to be successful as a career reservist. I next look at my Air Force family. I try to keep in mind the core values that we represent. Integrity first. Service before self. Excellence in all we do. If we focus on our personal and professional goals, we should all be able to work through this time of difficult transition.

I have not made any personal decision on the direction that I will take, but I have been proud to be a part of the Blue, as well as be a part of the 939th Air Refueling Wing at Portland, Oregon. I will always treasure the friendships and acquaintances that I have made along the way. I wish you

BRAC-affected people will need to move to find jobs

by 2nd Lt. Dustin Doyle
Air Force Reserve Command
Public Affairs

While many Air Force Reservists and civilians know their jobs will change under base realignment and closure, or BRAC, one of the most difficult things to grasp is how those shifts will happen. To date, none of the BRAC actions affecting Air Force

Reserve Command units will move entire units from one location to another, and no one will automatically get a job at new locations. If affected by BRAC, old jobs will go away and people will have to compete for new positions wherever available. "Keeping our highly trained, highly experienced people is vital to our command's suc-

cess," said Steve Mann, director of personnel at Headquarters AFRC here.

To ease the transition, gaining units will give first priority to those moving under BRAC. "Our goal is to take care of our people," Mr. Mann said. To do that, the command is

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Team to visit Portland, discuss requirements for realigning wing

By Maj. James R. Wilson

939th Public Affairs Office

Officials from Air Force Reserve Command have scheduled a visit to Portland in February to identify steps necessary to realign the 939th Air Refueling Wing.

The Site Activation Task Force, or SATAF as it is commonly called, will occur Feb. 13-17.

"The SATAF is the first step to raising questions and identifying issues associated with the realignment of our mission," said Col. William Flanigan, 939th ARW commander. "It's important for people to understand specific answers may not be developed during the SATAF. In those cases, issues will be identified and taken back to the subject matter experts at [Reserve command] headquarters for action."

The tool used by Air Force officials to close or realign units under BRAC is called a Programming Plan—or PPlan. The PPlan describes Air Force initiatives that help accomplish a major action, such as transferring a function from one unit to another.

It contains major functional areas and assigns managers to each of the areas.

The SATAF action item list is what officials in the 939th will use to meet the goals and objectives in the PPlan.

"We hope to have some of the basic milestones identified when the team departs," Colonel Flanigan said. "By milestones, I mean general timeframes when aircraft and manning authorizations will be transferred to other organizations. But the specific

manpower determinations for our realignment may take several months to resolve."

Positions scheduled to depart one Air Force Reserve unit and stand up at another are specific to the job—not the individual, according to guidance received by the wing from higher headquarters. That means authorization for a KC-135 crew chief can be moved from Portland to Tinker Air Force Base, Okla., without taking the individual from Oregon—even if he or she is a volunteer for the new assignment.

"We're going to try and accommodate as many people as possible who want to relocate," Colonel Flanigan said. "I can tell you for this to work, we will need a certain degree of flexibility from the member on where they are sent."

The team visiting this will be comprised of representatives from various career fields throughout the Air Force Reserve. Some career specialties expected to be represented are manpower, personnel, civil engineering, finance, security forces, operations, logistics, and public affairs.

While discussions with team members will likely focus on the Reserve mission at Portland, reservists here may also be asked for input on requirements at gaining locations.

"It is important for 939th personnel to remember that this SATAF is meant to determine the current resources and capabilities of the Portland location," said Maj. David Jeske, 939th Logistics Readiness Squadron commander. "However, it will become important to remember the destination of both our manpower and equipment may factor into discussions. The Reserve command is attempting to create or enhance wartime capability at other locations (Vandenberg AFB, Calif., March Air Reserve Base, Calif., and Tinker AFB, Okla.), so ensure your discussions take into account what would be required at those locations."

Mobilized 83rd APS Reservists Return home

By Ms. Ruby Zarzyczny

939th Public Affairs Office

Air Force Reservist from the 83rd Aerial Port Squadron here are returning Feb. 9 to Portland after being mobilized to augment the active duty forces for most of the year.

The 24 reservists went to Travis Air Force Base, Calif. in April and spent five months packing and loading cargo and passengers on a variety of aircraft before deploying overseas. The Reservists then deployed to a base in Southwest Asia Sept. 11, 2005 where they worked for the next four months.

The deployed base is the receiving location for cargo coming from the U.S. to be shipped into areas in the region. While the Reservists were there, they moved record amounts of cargo, said Master Sgt. Robert Sattergren the deployed team chief.

They loaded 1,800 aircraft including C-5, C-17, C-130, KC-135, KC-10, B-747, C-21 and Russian cargo aircraft. They loaded 32,000 tons of cargo, 8,000 tons of special cargo, including 30 tons of whole blood, and 350 tons of munitions on to these aircraft. They also loaded 88,000 passengers, including

900 distinguished visitors and 3,300 tons of baggage. After the Kashmir earthquake, they loaded 4,000 tons of Pakistani relief cargo to be sent to the devastated people of Northern Pakistan.

"We are very proud of what we have accomplished in Operation Iraqi Freedom, Operation Enduring Freedom and the many operations involving the Pakistani earthquake relief," said Master Sgt. Steven Phebus deployed 83rd APS Reservist. "Our days were long, the work was hot and dusty, but in the end, we knew our contributions were worthwhile."

The 83rd APS Reservists have traveled halfway around the world to service their country and have not seen their families in more than 10 months.

"Being apart from our families is difficult," said Master Sgt. Howard Miller deployed 83rd APS Reservist. "But it is a necessary part of our work. For many of us, military service is not what we do, it is what we are."

While at Qatar, one reservist was forward deployed to Iraq and one reservist was deployed to Kuwait.

Message received, most comply with seat belt law

By Master Sgt. Michael Clarke
939th Safety Office

The 939th Safety Office conducted a seat belt survey on Jan. 7, 2006 from 6 – 7:20 a.m. The survey was used to determine how many vehicle operators entering Portland Air National Guard Base on the drill weekend were using their seat belts.

Listed below are the results from the seat belt analysis taken here in January:
Total vehicles assessed: 558
Members in compliance: 552

Members not in compliance: 6
Percentage of compliance: 98.9



This year's data show an increase in seat belt usage from the 96 percent identified in 2005. We surpassed the level of compliance reported to the U.S. Department of Transportation for 2005. According to the DOT, safety belt use ranged from 60.8 percent in Mississippi to 95.3 percent in Hawaii. Oregon and Washington were both among the states reporting more than 90 percent seat belt usage when surveyed.

Looking for a reason to wear your seat belt? The National Highway Traffic Safety Administration has determined wearing a seat belt can reduce the risk of death in traffic accidents by 45 to 60 percent. In addition, Executive Order 13043 requires federal employees to use seat belts whenever traveling in motor vehicles.

Again, excellent work by all. Let's hit the 100 percent mark next time.

Portland gets new Air Force One-Stop Kiosk

By Maj. James R. Wilson
939th Public Affairs Office

The Air Force One-Stop Kiosk is now available for members of the 939th Air Refueling Wing. It is being tested here in the Kaiserslautern Military Community.

The kiosk is an Air Force Accounting and Finance Office endeavor. Its goal? Officials feel the kiosk can enhance the services provided by the finance office and military personnel flight here while also supporting those with limited access to computers.

"This allows people who are relocating, deploying or flying Space-Available, to access Virtual (Military Personnel Flight), MyPay and other programs," Ms. Nancy Smith said. "It really helps people who don't have access to a computer to get the information they need."

The Air Force has made tremendous investments over the last several years developing Web sites that deliver information and services. However, people without Internet access at home or at work can sometimes find it difficult to obtain access to essential information unless they can physically visit an on-base customer service office. The system helps keep people on the move connected with their vital information.

The kiosk, produced by DynaTouch Corporation, produces similar informa-

tion systems for other Department of Defense organizations, said Paul Lillie, DynaTouch Corporation systems specialist.

"The system we developed is one of many we've created for DOD. This kiosk helps people do various things by linking up to various Air Force and local Web sites," Mr. Lillie said. "People can also look up information about the local area as well."

Some local information links include: spouse employment, schools, housing, family support centers, currency conversion calculator and various other topics for people transitioning in the area. The machine can also print information, forms and maps for travelers.

There is virtually no operation down time for the machine. When the kiosk becomes inoperable, the main computer hub in San Antonio stops receiving information from the unit and informs the kiosk manager.

"If the kiosk is off line for any reason, we will know about it and be able to fix the problem quickly," said Lieutenant Scott.

"We have a lot of people who ask what the machine is for, so I tell them to check it out," said Lieutenant Elsoldo, who also tried the kiosk. "It's easy to use, accessible and provides links to sites like MyPay and vMPF." (USAFE News Ser-

Getting a tax refund?

The Oregon Veteran's Home located in The Dalles is asking you to donate at tax time. This home receives no state tax dollars and relies on donations from the Charitable Checkoff portion of individual Oregon income tax refunds to help retain affordability and enhance residents "quality of life." Your donations are tax deductible and automatic so it's easy to do. If you'd like to make a contribution enter 12 in the code box in the "Other Charity" section of the tax form.

Nomination period for award nearing end

Does your civilian employer encourage participation with the 939th Air Refueling Wing? Has he or she been left short staffed while you were on military duty recently?

If you answered yes to either of the above questions, you need to nominate your boss for the Secretary of Defense Employer Support Freedom Award.

Simply visit the ESGR website at <http://www.esgr.mil>, and complete the 2006 Freedom Award nomination form online. ESGR officials will review the nominations, and have the option to present three nominations for review by the National Selection Board. The NSB will select up to 15 as 2006 Freedom Award recipients.

The Freedom Award publicly recognizes employers for exceptional support above the requirements of the law governing employment of reservists.

Air Force to replace Combat Search and Rescue

WASHINGTON (AFPN) — Air Force combat search and rescue teams will use a new helicopter — the now under development CSAR-X — to help recover downed pilots around 2012.

The new helicopter will replace 101 HH-60G Pave Hawk helicopters Air Force combat search and rescue teams now use. The Air Force expects to begin purchasing the new aircraft by fiscal 2009, with delivery by fiscal 2011. They will be operational in fiscal 2012.

The cost of the new system is not yet determined because it will be based on the final source selection, said Lt. Col. Dave Morgan, combat search and rescue program element monitor for Air Force acquisition.

The Air Force must enhance the Pave Hawk fleet's size and availability for use by combatant commanders, said Lt. Col. Michael T. Healy, Air Force deputy division chief for mobility, combat search and rescue and special operations requirements.

"The HH-60 also has capability shortfalls, predominantly in range and in cabin size," he said. "It is just fundamentally too small of an aircraft to do the mission we are asking it to do."

The Air Force is considering several replacements for the HH-60. They are all based on existing helicopters which need modification to meet Air Force needs. The replacement doesn't have to be a helicopter. But a fiscal 2002 analysis of alternatives determined a helicopter would probably be the most cost effective answer to Air Force Special Operations Command's call for a new airframe.

"We will select that which has the most benefit and cost-effective solution

and will then take that decision forward, meet a milestone decision with the defense acquisition board and award a contract in Fiscal 2006," Colonel Morgan said.

The acquisition strategy takes an existing aircraft and adds the capabilities needed for the CSAR mission. Building a new search and rescue platform on top of an existing airframe will bring the new hardware to pararescuemen sooner. And it will be more cost effective, Colonel Morgan said.

The CSAR-X requirements will make up for many of the HH-60's shortfalls



— most notably its size.

Colonel Healy said, "If (the HH-60) were fundamentally a bigger aircraft, there would be other things we could do to it, such as improving the engines and adding different systems that could meet our requirements. But when you have an aircraft that small you just can't add any more to it. There is no more room." Colonel Healy said, "no matter which candidate wins CSAR-X, it will include room for more specialized equipment and — perhaps even more critical — for more injured passengers."

An increase in cabin size was a requirement developed by direct involve-

ment with the search and rescue community -- specifically with pararescuemen who fly in the HH-60.

The effective space in the HH-60's cargo area allows for only one injured person on a stretcher. In the CSAR-X, pararescuemen will have room for four stretchers. In the past, rescuers in an HH-60 were forced to leave equipment behind at a landing zone to accommodate extra passengers.

The CSAR-X will have an auto hover mode that will shoot approaches and do landings without pilots having to touch the controls. These kinds of additions will help pilots during landing under brownout conditions.

Requirements also specify the replacement aircraft be able to travel greater distances. The HH-60 can fly about 160 nautical miles, do a 30-minute rescue operation and return. The CSAR-X will be able to double the range to some 325 nautical miles.

The Air Force will add 141 CSAR-X aircraft to its combat search and rescue forces. They will provide units more capability. At that time, HH-60s will begin to retire.

The benefit of the new airframe will extend beyond the Air Force. The combat search and rescue capability will benefit all services, Colonel Healy said.

"They made a very strong statement that this is a critical capability for our combatant commanders all over the world," he said. "We can go places others can't. The CSAR-X is a very efficient and interdependent way to exercise this capability — so we can rescue those Soldiers, Sailors, Marines and downed Airmen."

Brac Continued from Page 2

providing full-time civilians and Reservists new Web-based job placement services. Called clearinghouses, these virtual job fairs take personal career and location preferences into account and work to match BRAC-displaced people with new opportunities. "The clearinghouses will allow military personnel flights to work with commanders and individuals to give BRAC-impacted people priority over new hiring or internal placement," Mr. Mann said. According to "A BRAC Guide for Civilian and Military Personnel Issues" — released by the command in January — gaining units must give first priority for placement in vacant positions to displaced people who register in one of the clearinghouses.

The technical reason why BRAC-displaced workers must find new jobs at new locations is because of the "transfer of function" rules. None of the command's BRAC actions qualify as a transfer of function. In cases where a job move is not a transfer of function, employees do not have a right to move with their job to the new unit. While employees may be given a chance to apply, they may have to compete with other candidates for the job. Command people displaced by BRAC can learn more by accessing the guide from a military computer at www.mil.afrc.af.mil/hq/dp/brac. (Air Force Reserve Command News Service)

While the steady hum of voices and ringing telephones fills the air, members of the 939th ARW survival and recovery center practice gathering and following information as part of the Air Force's first Readiness Safeguard command and control training exercise. The center has representatives from the wing mission support, maintenance, civil engineer, and operations sections.



Photos By Master Sgt. Ruby Zarzyczny

Reservists attend first Safeguard command and control training exercise

By Master Sgt. Ruby Zarzyczny
939th Public Affairs Office

While NFL teams were battling on the field to determine who would be playoff champions, the 939th Air Refueling Wing, Portland, Ore. sent its quarterbacks to camp to learn to survive and operate in a war, contingency or emergency situation. During this camp, 939th Reservists—Battlefield Airmen learned to recognize static and dynamic issues that often arise in contingency operations and emergency situations affecting the generation and sustainability of the mission. Through prioritizing, these quarterbacks learned to make decisions on the battlefield and flow communication to the lowest denominator to ultimately overcome the situation to win a virtual reality war.

The 939th ARW sent 43 Reservists to the Volk Field Combat Readiness Training Center, Camp Douglas, Wis. to participate in the Air Force's first Readiness Safeguard Command and Control functional training exercise, Jan 9-13.

As today's Battlefield Airmen are engaged in the nation's ground combat operations more than ever before, effective command and control is critically important for contingency operations because it will save lives, resources, and very quickly solve problems and return the contingency to its important mission.

"First time is often the best time," said Lt. Col Jonathan McDaniel Readiness Safeguard Program director. "This type of training developed from and is a product of necessity. I want units to perform well in the full scale exercise as well as in real-world combat situations."

"What I found is that if we back up from the full scale exercise and take key parts and pieces and train them, then

everybody isn't going to suffer from the lack of understanding of those key functions," said Colonel McDaniel.

"For us in the military, command and control is even more important because of the incredible level of impact our decision have on people, the government, and the political picture, so we have to be very careful about what we're doing," said Colonel McDaniel.

The five-day exercise focused on training the wing's Survival and Recovery Center made of representatives from mission support, aircraft maintenance, civil engineer and operation sections which is the heart of the operation receiving and pumping information to every part, the Wing Operations Center which is the brain of the operation making the decisions, and other command and control elements. And then testing their ability to survive and operate in a contingency and emergency environment.

The first two days of training were lecture seminars on the Ability to Survive and Operate concepts and application, threats and tactics review, systems and defensive capabilities review, threat working group for deliberate and contingency planning, beddown and pre-attack activities, process analysis, tools for command and control information management, trans-attack application, post-attack and recovery review, security considerations, and application of operational risk management in post attack.

On the second day of seminar lecture, the reservists went into overtime when they conducted a table top exercise with a map of the area and zones with miniature vehicles, airplanes and buildings to help the reservists visualize the big picture of the exercise area.

"In the Federal Emergency Management Administration

After a simulated attach, Master Sgt. Robert Shulman and Airman Nicole Lejeune help a "wounded" Airman they found outside a shelter. The two Airmen, members of the Air Refueling Wing's post attack response team, help provide first aid and buddy care to wing members and report their findings to the survival and recovery center during the Readiness Safeguard Command and Control training exercise at Volk Field, Wis.



functional exercise design there are several levels of exercise," said Colonel McDaniel. "First you go through the seminar lecture and then take a particular task and isolate it off line and drill [practice] it."

"They are practicing something in its set procedure," continued Colonel McDaniel. "The next level is a table top exercise with several different functional areas for the Reservists to work through a problem while looking at the situation and interacting and developing a level of expectation [point of view] of the situation while they are being introduced to the task [scenario] at hand."

Throughout the week while the Reservists were learning how to apply key functions of command and control, an opposing Cadre team of Airmen recruited from units across the Air Force who are trained and equipped to train assembled to assist the five Air National Guardsmen Readiness Safeguard staff to present and evaluate the scenarios of the Readiness Safeguard Command and Control exercise. Over the next two days of training, the Cadre presented a self contained functional exercise by building a virtual wing and contingency environment much like a simulator a pilot would train with.

"The goal of this command and control exercise is to put the command and control Airmen into a realistic environment, and have them at a level of proficiency so when they are presented with a problem during a full scale exercise, an inspection or actual contingency environment they are able to work through these problems deliberately making decisions by prioritizing and coordinating all the different assets that it takes to resolve any given situation," said Colonel McDaniel.

The good, the bad and the ugly were identified during the evaluation of the exercise on the last day of the training, and two superior performers were identified.

"The superior performers for this exercise were Major David Jeske, [939th Logistics Readiness Squadron commander], he was highly engaged and comfortable in all areas of the exercise. He was also cross functional and did not hesitate to voice his concerns," said Colonel McDaniel. "The entire Nuclear Biological Chemical cell was also very active and very capable during the exercise."

This training proved to be a positive experience and was very valuable for many reasons.

"It's always good when people are doing exercises to change the nature of the exercise and to throw in new wrinkles," said Major Jeske. "It becomes easier and easier for our Reservists to start to see where we're going with these exercises and game it more. By sending them off to a different location and a different venue now they see new wrinkles [problems] they have never seen before. It gives them new options and additional resources and skill they can draw on to resolve problems."

The Reservist might have seen similar scenarios before, but the Cadre [trainers] at Volk Field gave them new options to resolve those scenarios.

"We've taught them as much as we could here, and this training gives them new techniques and new ways to solve problems," said Major Jeske. "One of the things our Reservists have seen deploying overseas is that there are no longer cookie cutter answers to the issues they will face. So rather than teaching them this is how to solve this issue no matter where they went, which is no longer the case, now we've given them more options for how they could resolve issues."

While these Airmen train there is one issue that is in the



939th Quarterbacks [Reservists] who went to camp at Volk Field, Wis.

fore front of their minds and that is BRAC.

"It's more important now to continue to train even though our wing is being BRACd [realigned and closed] because some of our people [Reservist] will eventually leave the 939th and go to other wings," said Major Jeske. "What we've accomplished here makes 939th Reservist perhaps some of the most trained and experienced SRC members in the entire Air Force Reserve, we've built a cadre of [command and control] Airmen for the Air

African-American Heritage Month

1st Lt. Jonathan Felt
939th Military Equal Opportunity

The month of February is an appropriate time to remember and celebrate the contributions of African-Americans to our nation's history. It is also a month to reflect on the heroic stand taken by recently departed Rosa Parks, who refused to give up her seat on a Montgomery, Ala. bus, and Martin Luther King, Jr., who was assassinated for spreading his dream of equality for all Americans.

Military history is especially packed with often unsung African-American heroes from every period of war and conflict since the very foundation of our country:

◆ During the American Revolution, about 7,000 African-Americans served in the continental army. The first American to die in the revolution was Crispus Attucks, a black man who led a group of men armed only with rocks and sticks against British troops and was shot to death during the Boston Massacre. Peter Salem, another black Revolutionary hero, is credited for single-handedly shooting and killing the British commander at Bunker Hill.

◆ During the Civil War over 200,000 African-Americans served and over 38,000 gave their lives. Black Union soldiers fought during 449 battles in 166 all-black units. 75 African-Americans were commissioned as officers; 22 African-Americans received the Medal of Honor.

◆ Sixteen regiments of black volunteers served during the Spanish-American War, helping to win famous victories at Santiago and San Juan Hill. Five black Americans received the Congressional Medal of Honor.

◆ During World War I, over 400,000 African-Americans served, receiving two Croix de Guerre (France's highest decoration) and 171 French Legion of Honor decorations. 1,300 black Americans were commissioned as officers, and American hero Eugene Jacques Bullard, the "Black Sparrow," flew with the



The Tuskegee Airmen (U.S. Air Force Photo)

French Foreign Legion as the war's first and only black combat fighter pilot.

◆ Over 1 million black Americans served during World War II, often in fully segregated

units including the famous 761st "Black Panthers" Tank Battalion, who fought 183 days of continuous combat and proved key to General Patton's success in Europe, and the 99th Fighter



Air Force security policemen 1960s — Air Force security policemen from Tan Son Nhut Air Base, watch for Viet Cong infiltration attempts along the base perimeter, as Technical Sgt. Philip H. Moon (foreground), awaits instructions from Central Security Control. (U.S. Air Force photo)

Squadron's "Tuskegee Airmen," who during 1,578 missions downed 261 enemy aircraft, damaged 148 more, and never lost a bomber under escort.

◆ Approximately 3,100 African-Americans gave their lives in the Korean conflict. The first major victory in Korea was gained by the all-black 24th Infantry Division in the battle of Yech'on.

◆ Vietnam saw the nation's first racially-integrated American military, and African-Americans comprised as much as 25% of the most elite combat units. Milton Oliver, a black soldier who threw himself on a grenade to save his buddies, received the first Congressional Medal of Honor for the era.

◆ During the first Gulf War, 104,000 black men and women served in theater. General Colin Powell served as our nation's first African-American Chairman of the Joint Chiefs of Staff.

Throughout wartime and in peace, African-American heroes have served this nation and often given their lives for the cause of liberty, justice, and freedom for all. Despite segregation and horrendous acts of racism in their own country, they never flinched in the service to society and for the nation. We honor their sacrifice and examples of service, loyalty, and dedication.



AFNEWS



Photos by Tech. Sgt. Paul Persson

Senior Master Sgt. Sean Payne, life support superintendent for the 939th Operation Support Flight, inspects a survival vest worn by KC-135 aircrew assigned here. Periodic inspections of life support equipment helps ensure all items are in tip-top condition if the equipment is needed.

Preparing for the worst, hoping for the best

By Tech. Sgt. Paul Persson

939th Public Affairs Office

"When people hear the words 'Life Support', they often think we are a medical career field," said Senior Master Sgt. Shawn Payne, the life support superintendent with the 64th Air Refueling Squadron.

Sergeant Payne has served 19 years in the Air Force. He was stationed in Okinawa for five years, spent one year at Kingsley Field (Klamath Falls, Ore.) and has served at Portland since 1994.

"Our career field focuses on making sure aircrews have the appropriate gear [and training] when faced with a life or death situation in the air or on the ground," he said.

"Life support does a little bit of everything," said Sergeant Payne. "We do office details, manual work, taking stuff apart, inspecting it, and putting it back together, working outside and even camping," he added.

"We teach combat and water survival to the aircrew in the form of refresher training a couple of times a year. All of us have gone through the Air Combat Command Survival, Evasion, Rescue and Escape instructor course to train us to train others in these skills. Any survival class

the aircrew goes through, we go through as well. It helps shed light on why we inspect and maintain this stuff.

"SERE training involves many perishable skills, said Sergeant Payne. "We'll take aircrew out to the field and teach map and compass orientation, global positioning system orientation, evasion training,

"Life support does a little bit of everything. We do office details, manual work, taking stuff apart, inspecting it, and then putting it back together, working outside and even camping,"

MASTER SGT. SHAWN PAYNE

concealment, point to point navigation and how to use all the equipment we give them," he said.

"We've seen where people haven't been out to the field for years, and they've forgotten how to do certain things," Sergeant Payne said. "But when we've taken them out and shown them, it becomes familiar again," he said.

Members assigned to the life support shop accompany the 64th Air Refueling Squadron on temporary duty assignments to practice their wartime skills. They don't travel light though.

What they bring with them can't exactly fit into a suitcase or two. Among other items, life support technicians routinely bring with them life rafts or life preservers as well as a parachute for practicing water landings.

"We can also teach crews how to set up the canopy on a 20-man life raft, how to organize themselves if they are [stranded at sea]," Sergeant Payne said. We'll also teach basic first aid and how to signal for help."

"We also have a virtual-reality decent trainer," said Sergeant Payne. "Aircrew can wear these goggles, look up and see a cartoon version of a parachute, and it shows a malfunction," he said. "They have to work through clearing the malfunction, which is what they would have to do for emergency procedures if they do have to bail out of an aircraft," he added.

"Probably the biggest challenge in the career field is keeping up with the latest technology," said Sergeant Payne. "We provide night vision goggles, radios and global positioning system devices to the aircrew," he said.

Life support technicians also provide crews with helmets, oxygen masks, survival vests, survival kits and nuclear flash blindness goggles. Other items they maintain include life preservers, 20-man life rafts, parachutes, and anti-exposure suits.

Day-to-day operations include maintaining and inspecting equipment--most of which is on an inspection cycle. According to members of the life support shop, one of their foremost priorities is making sure all "time-change items," such as flares, water packs, food, etc., are changed out and up-to-date.

"We also make sure the aircraft have the appropriate life support gear on board and that it's up-to-date and serviceable," said Sergeant Payne.

"One of the greatest rewards of this career field is knowing that our efforts have saved lives," said Sergeant Payne. "In Okinawa, I built up sea-rescue kits. One of those kits was thrown out to a person in distress on a sailboat. Our equipment helps save aircrew members lives, or in that case, a stranded sailor."

Civilian Employees

Promotions

Ms. Cari Lennon, *939th Medical Squadron*, promoted to GS-10

Newcomers

Mr. Ryan Congdon, *939th Aircraft Maintenance Squadron*, New Air Reserve Technician appointment
Mr. Edward J. Dieringer, Jr., *939th Operations Support Flight*, New Air Reserve Technician appointment
Mr. Jack Olms, *939th Medical Squadron*, New Air Reserve Technician appointment

Military Members

Promotions

Master Sgt.

Nelson Cooney, *939th Aircraft Maintenance Squadron*
Thomas Gambill, *83rd Aerial Port Squadron*
Kenneth Rochefort, *939th Aircraft Maintenance Squadron*

Tech. Sgt.

Timothy Conklin, *304th Rescue Squadron*
Jamie Garcia, *939th Maintenance Group*
Terry Leonard, *939th Aircraft Maintenance Squadron*
Jeffrey Toevs, *939th Air Refueling Wing*

Staff Sgt.

Mark R.H. Bodfield, *939th Aircraft Maintenance Squadron*
Justin Cameron, *939th Maintenance Squadron*
Jennifer Hall, *83rd Aerial Port Squadron*
Scott Miller, *939th Aircraft Maintenance Squadron*
Glenn Plunkett, *304th Rescue Squadron*
Walker Thompson, *939th Communications Flight*

Senior Airman

Austin Adams, *939th Aircraft Maintenance Squadron*
Rachael Lowery, *939th Maintenance Squadron*
Marco Zuber, *83rd Aerial Port Squadron*

Airman First Class

David Brydon, *939th Aircraft Maintenance Squadron*

Newcomers

83rd Aerial Port Squadron
Airman First Class Daniel Quintero

304th Rescue Squadron

Amn. Thomas Meacham

939th Aircraft Maintenance Squadron

Senior Airman Jonathan Hagel
939th Air Refueling Wing
Airman First Class Demetrius McClain

939th Civil Engineer Squadron

Tech. Sgt. Jason Bain

939th Logistic Readiness Squadron

Tech. Sgt. Steven Roth

939th Medical Squadron

Tech. Sgt. Jack Olms

939th Mission Support Squadron

Capt. Colette Parker
1st. Lt. Michelle Robison
Senior Airman Milly Bui

939th Maintenance Group

Lt. Col. Karamijt Aujla

939th Maintenance Squadron

Tech. Sgt. Arnold Davis
Airman Basic Nicole McDaniel

939th Operations Support Flight

Lt. Col. Edward Dieringer, Jr.

Corrections

The 939th Public Affairs staff published incorrect ranks or units of assignment when recognizing the members below in the January issue of Fuel For Thought. We apologize for the oversight (this newspaper business is hard work).
□ Brian Lopes was promoted to

the rank of Tech. Sgt. and is in the 304th Rescue Squadron.
□ Joshua Johnston was promoted to the rank of Staff Sgt and is in the 304th Rescue Squadron.
□ Michael Morgan was also promoted to the rank of Staff Sgt and is in the 304th Rescue

Squadron.

□ Joseph Huntington, 939th Aircraft Maintenance Squadron, was featured in a story on aeromedical evacuation. His correct rank is Master Sergeant. Sorry Joe.

Looking back

Feb. 8, 1996

Rising flood waters of the Columbia River sent the 939th Rescue Wing packing to higher ground, Feb. 8, 1996. Six HH-60 Pave Hawk helicopters and three C-130 aircraft and equipment were evacuated to McChord Air Force Base, Wash. and Evergreen Air Field in Vancouver, Wash. and the three helicopters undergoing maintenance were towed to the Colwood National Golf Course a few miles south of here. After the reservists and civilian employees evacuated everything off the base, the wing was still able to put two helicopters and four crews on standby alert to assist with rescue requests received during the flood disaster.

The wing wasn't on stand-by for long, when a HH-60 helicopter was launched Feb. 8 at 10:45 a.m. to transport five kidney dialysis patients from Hood River, Ore. 80 miles east of here to Emanuel Hospital in Portland. Three hours and 20 minutes later, another helicopter was launched to transport a 44 year-old cardiac intensive care patient from Hood River to Emanuel Hospital. The 304th Rescue Squadron pararescuemen also hopped aboard a Coast Guard helicopter to assist with transporting a stroke victim to a local medical facility.

By Feb. 14 the river waters were receding, and President William Clinton flew into Portland Air National Guard Base to inspect the flood areas and shook the hands of 939th members.

Also during this time, the 304th Rescue Squadron assisted in a search and found the wreckage of a twin-engine Cessna 402 near Estacada, Ore., and the 83rd Aerial Port Squadron provided augmentation support to contingency in Taif, Saudi Arabia and Bosnia.

TOWN HALL Meeting

Saturday, during the March UTA, each Group and/or squadron will attend a Town Hall meeting in Bldg 170. This is the Commander's Call as well as an open session where questions on BRAC will be addressed by the Wing Commander, the Military Personnel Chief and the Civilian Personnel Chief.

0800 - 0900 **939th Operations Group, 64th Air Refueling Squadron**

0930 - 1030 939th Mission Support Squadron, 939th Services Flight, 939th Logistics Readiness Squadron

1100 - 1200 939th Air Refueling Wing, 939th Medical Squadron

1230 - 1330 939th Civil Engineer Squadron, 939th Communications Flight, 83rd Aerial Port Squadron

1400 - 1500 939th Maintenance Group, 939th Maintenance Squadron, 939th Aircraft Maintenance Squadron

939th Annual Enlisted Award Winners

939th Airman of the Year FY05



Staff Sgt. Jane Dalglish
939th Maintenance Squadron

939th NCO of the Year FY05



Tech. Sgt. Mark Christiansen,
939th Maintenance Operations Flight

939th SNCO of the Year FY05



Master Sgt. Debbie Merrill,
64th Air Refueling Squadron

National Salute to Hospitalized Veterans

Feb. 12-18 is National Salute to Hospitalized Veteran's week. 939th members have an opportunity to visit with veterans at the Vancouver Veteran's Rehabilitation Center, 1601 E. Fourth Plain Blvd., Vancouver, Wash. 98661 Feb. 15th from 3-5 p.m.

Each year, the week of February 14 is your opportunity to say thank you to a special group of men and women, the more than 98,000 veterans of the U.S. armed services who are cared for every day in Department of Veterans Affairs (VA) medical centers.

The purpose of the National Salute to Hospitalized Veterans Program is to:

- pay tribute and express appreciation to hospitalized veterans;
- increase community awareness of the role of the VA medical center;
- encourage citizens to visit hospitalized veterans and to become involved as volunteers

2006 National Salute to Hospitalized Veterans Chairman Richard Petty NAS-CAR champion.

For more information, contact Master Sgt. Ruby Zarzycny at 503-335-4621 or email ruby.zarzycny@portland.af.mil.

"Snuggle up & Read with Dad"

The Chinook Elementary School, Vancouver, Wash. has invited 939th members and their families to be special guests and substitute dads to kids who either do not have fathers or have fathers who can not attend for their annual reading with dad night Feb. 16 from 6:15—8 p.m.

The guest readers include Master Sgt. Jerry Case, 304th Rescue Squadron, and other distinguished guest.

The dads and their kids rotate into three different theme rooms during the night. At the end of the night, refreshments will be provided (Krispy Kreme included). This event not only helps students achieve, but also has proven popular and fun with previous guest. To volunteer as a substitute dad, please contact Ms. Ruby Zarzycny at 503-335-4621 or Ms. Lori Hutchinson at (360) 574-5674 or chinookpres@yahoo.com. School address is 1900 NW Bliss Rd., Vancouver, Wash. 98685.

What are you doing for your Sweetheart on Valentine's Day?

"I'm taking my wife to Seattle for the week-end to see the Chihuly Glass Museum."

Tech. Sgt. James Castle, 939th Aircraft Maintenance Squadron



"I'm taking my wife to Reno to gamble and do other things."

Tech. Sgt. Brian Flott, 939th Aircraft Maintenance Squadron



"I'm giving my wife Truffles for Valentines Day and then we're off to Italy in April."

Staff Sgt. Brian Durbin, 939th Aircraft Maintenance Squadron



"I'm giving my wife the usual candy, flowers, a night out, but what she really wants is to stay in the local area."

Tech. Sgt. Terrance Harris, 939th Aircraft Maintenance Squadron



"I'm giving my wife a break from her full-time job at home."

Staff Sgt. David Menken, 939th Aircraft Maintenance Squadron





Photos By Ms. Ruby Zarzyczny

Tech. Sgt. Brett Curtis (left) and Airman 1st Class Thomas Rathmann, 939th Maintenance Squadron aircraft structural repair replace seven rivets on a wing of a KC-135 aircraft here with a Cherry Max tool. Sergeant Curtis is giving on-the-job upgrade training to Airman Rathmann, a aircraft structural repair apprentice, so he will be qualified on this task..

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Tech. Sgt. Brian Flott, 939th Aircraft Maintenance Squadron aircraft electrician technician clamps the high temperature cellulose rubber gasket and fiber glass tape together to repair some riser duct work on a KC-135 aircraft here. The riser duct work is used to heat the inside compartment of the aircraft.